ROCKNELL INTERNATIONAL EL SEGUNDO CA NORTH AMERICAN --ETC F/G 9/2 A USER'S MANUAL FOR A COMPUTER PROGRAM TO PREDICT FATIGUE CRACK--ETC(U) NOV 81 JB CHANG, M SZAMOSSI, K LIU F33615-77-C-3121 NA-81-258 AFWAL-TR-81-3094 NL AD-A118 965 UNCLASSIFIED | of 🎝 AD 4 18965

AFWAL-TR-81-3094



A USER'S MANUAL FOR A COMPUTER PROGRAM TO PREDICT FATIGUE CRACK GROWTH ON FLIGHT-BY-FLIGHT BASIS (FLTGRO)

J. B. Chang M. Szamossi K-W Liu

Rockwell International North American Aircraft Operations P.O. Box 92098 Los Angeles, CA 900009

**NOVEMBER 1981** 

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FINAL REPORT FOR PERIOD JANUARY 1979 TO NOVEMBER 1981

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This technical report has been reviewed and is approved for publication.

Robert M. Engle J

Project Engineer

Davey L, Smith, Chief

Structural Integrity Branch

FOR THE COMMANDER:

RALPH L. KUSTER Jr, Colonel, USAF Chief, Structures & Dynamics Division

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A. TITLE (and Subtitle)	AD - A118965						
A USER'S MANUAL FOR A SPECTRUM	CHARACTER L ZATION	Final Report JAN-1979-					
AND FATIGUE CRACK GROWTH PREDI		-Peb 1978 1 1981					
FLTGRO.	10.	6 PERFORMING ORG REPORT NUMBER					
7 AUTHORIA	Il on Cover	NA-81-258					
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9 PERFORMING ORGANIZATION NAME AND ADDRE	ESS	10 PROGRAM ELEMENT PROJECT TASK					
Rockwell International North American Aircraft Divisi	on	10 PROGRAM ELEMENT PROJECT TASK AREA & WORK UNIT NUMBERS					
P.O. Box 92098	OH	62201F					
Los Angeles, CA 90009		2401 01 20					
11 CONTROLLING OFFICE NAME AND ADDRESS		November 1981					
ĺ		NUMBER OF PAGES					
		72					
Flight Dynamics Laboratory (AF	WAL/FIBEC)	15 SECURITY CLASS of this report					
Air Force Wright Aeronautical		Unclassified					
Air Force System Command	•	15ª DECLASSIFICATION DOWNGRADING					
Wright-Patterson Air Force Bas	e, Ohio 45433	SCHEBBLE					
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Approved for public release; d	istribution UNLIMI	TED					
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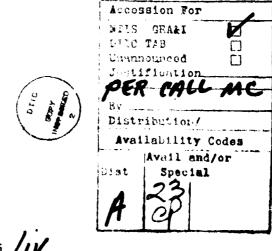
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#### **PREFACE**

This report presents the description of a computer code which used the spectrum characterization methods developed in a research program entitled "Improved Methods for Predicting Spectrum Loading Effects." This program was administrated by the Flight Dynamics Laboratory of the Air Force Wright Aeronautical Laboratory, Wright-Patterson Air Force Base, Ohio, under Contract F33615-077-C-3121, Project 2401, "Structural Mechanics" Task 240101, "Structural Integrity for Military Aerospace Vehicles," Work Unit 24010120. R.M. Engle (AFWAL/FIBEC) was the Air Force project engineer.

This research program was primarily conducted by personnel from the Fatigue and Fracture Mechanics Group, Dynamics Technology, Structure Systems, supervised by George E. Fitch, Jr., supervisor, Joseph S. Rosenthal, manager, and Dr. Leslie M. Lackman, director. James B. Chang was the program manager and principal investigator. Edward Klein participated in the original development of this computer code. The spectrum characterization procedure used in this computer code was developed in Phase I of this research effort by Drs. Masanobu Shinozuka and Rimas Vaicaitis.



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#### Section I

#### INTRODUCTION

Current military standard MIL-STD-1530A "Aircraft Structural Integrity Program, Airplane Requirements"  $^{(1)}$ , states that two major activities designed to focus attention on each potential crack problem shall be included in the force management task. They are the Force Structural Maintenance (FSM) Plan and the Individual Airplane Tracking (IAT) Program. In addition, force management activities also include the loads/environmental spectral survey (L/ESS), updating the design analysis, developing inspection and repair criteria, and forming a structural strength survey.

The objective of the IAT program is to predict the potential crack growth in critical areas of each airframe, keyed to crack-growth limits, damage-tolerance limits, inspection times, and economic repair times. In the IAT program, an individual airplane tracking analysis method which establishes and adjusts inspection and repair intervals for each critical area of the airframe, based on the individual airplane usage data, must be developed suited for a particular aircraft system. The damage-tolerance and durability analysis and associated test data are used to establish the tracking analysis method. This tracking analysis provides the capability to predict crack-growth rates, time to reach the critical crack sizes, and crack size as a function of total flight time and aircraft usage data.

According to a survey conducted by the University of Dayton/Lockheed/ Vought team, there are about 11 IAT methods being used in the IAT programs of 25 aircraft systems in the Air Force inventory. Among them, five methods are based on crack-growth analysis (2). The common practice is to employ a cycle-by-cycle crack-growth computer program to compute the crack growth for a flight or a number of flights.

From the economical point of view, the use of a cycle-by-cycle crack-growth computer code to compute the crack growth in the IAT program is definitely not cost effective. This is not only because the cycle-by-cycle crack-growth analysis consumes too much computation time, resulting in excessive computer cost, but also because there is no need for an accurate representation of the crack-growth behavior on the stress-level-by-stress-level basis for performing individual airplane tracking. Furthermore, it is highly desirable to operate the crack-growth analysis code on a variety of computer systems. It is even more desirable that such codes can be operated on the onboard type of minicomputers. Capacities of such computer systems prevent the use of the sophisticated cycle-by-cycle growth method.

It is for those reasons a fatigue crack-growth prediction procedure which uses two random spectrum characterization methods developed in phase I of this research effort, "Improved Methods for Predicting Spectrum Loading Effects" <sup>(3)</sup>, was formulated. These two methods were identified as Method I and Method II in Reference 3. Method I is used to develop equivalent load spectra in terms of constant-amplitude stress histories (one cycle per flight). Method II is used to characterize each mission segment in a flight by a constant-amplitude load segment; a flight is assumed to consist of constant-amplitude mission segments.

A computer code, FLTGRO, was developed in the second phase of the aforementioned research effort. Both Method I and Method II have been implemented into FLTGRO. It has been subsequently used in providing analytical analytical predictions on 41 random flight spectrum test cases. Analytical predictions were correlated with the test data. Very good correlations were shown. Results of the test data correlations were documented in the final report of this program (4). This report presents the description of the two spectrum characterization methods implemented in FLTGRO and provides detailed instructions to the user for executing the FLTGRO program.

#### Section II

#### TECHNICAL DISCUSSION

The crack-growth prediction methodology implemented in this computer code uses two spectrum characterization approaches. One approach, identified as Method I, is able to characterize the random flight spectrum or the ordered flight spectrum into the equivalent constant-amplitude loadings in one-cycle-per-flight format. The second approach, identified as Method II, is able to represent each flight segment in a flight such as climb segment, maneuver segment, descent segment, etc, by a constant-amplitude load segment. A flight is then assumed to consist of several constant-amplitude segments as shown schematically in Figure 1. The following are brief descriptions of the necessary steps required for these two approaches. Refer to theference 1 for a detailed description of each method.

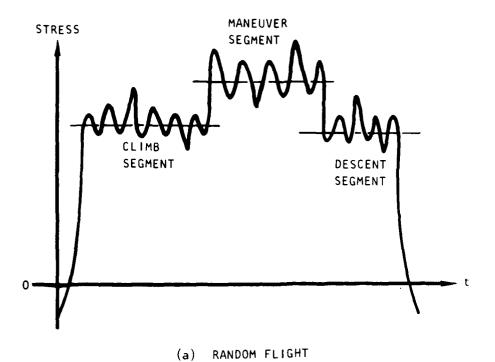
# 2.1. METHOD I- ONE-CYCLE-PER-FLIGHT CRACK-GROWTH PREDICTION METHOD

- a. Generate sample stress histories for all missions and mission segments considered in certain combinations. Repeat the procedure NA times to produce NA consecutive sample flight spectra which is called a unitblock.
- b. Use a cycle-by-cycle crack-growth analysis computer routine to evaluate the crack growth  $\Delta a$  due to the unitblock flight spectra under a prescribed number of different values of initial crack size  $a_0$ . Then, calculate  $da/dF = \Delta a/N_A$ .
- c. Establish the following relationship on the basis of the foregoing numerical results:

$$da/dF = C(\overline{K})^{3}$$

where K is a measure of the stress intensity factor representing the overall effect of the unithlock on the crack growth. In a mathematical form,  $\overline{K}$  is written as

$$\overline{K} = (\Delta c^b)^{1/b} \cdot (a)$$



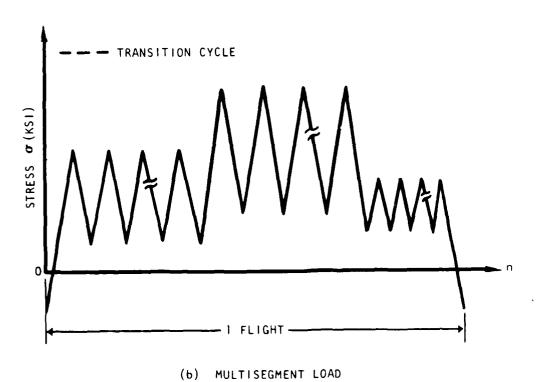


Figure 1. Spectrum Schematic

where  $(\triangle^{-b})^{1/b}$  represents the statistical average of the bth power of the stress range  $\triangle \sigma$  in the stress history and  $\Psi(a)$  is a function of crack size and other geometries; e.g., for a center-through crack in a plate under tensile load,

$$\Psi(a) = \sqrt{\pi a} \sqrt{\sec(\pi a/W)}$$

- d. Plot da/dF against  $\overline{K}$  for a number of different values of crack size a on a double logarithm scale. Then determine the two parameters C and  $\lambda$ . Each of the flight spectra representing a particular combination of the stress parameters with the rate of crack-growth evaluated is then replaced by a constant-amplitude stress spectrum with the equivalent rate of crack growth.
- e. Repeat the same procedures for other combinations of stress parameters, resulting in corresponding values of C,  $^\circ$ , and (x,b)1/b and also in corresponding equivalent constant-amplitude stress spectra. Thus, obtain a number of sets of parameters

$$\left[c_{1}, \lambda_{1}, (\overline{\Delta \sigma^{b}})_{1}^{1/b}\right], \left[c_{2}, \lambda_{2}(\overline{\Delta \sigma^{b}})_{2}^{1/b}\right], ---$$

and a number of growth rates applicable to each of the particular stress parameter combinations.

$$\left(\frac{\mathrm{da}}{\mathrm{dF}}\right)_{1} = C_{1} \left(\overline{K}_{1}\right)^{\lambda_{1}}$$

$$\left(\frac{\mathrm{da}}{\mathrm{dF}}\right)_{2} = \left(\frac{\widetilde{\mathrm{K}}_{2}}{2}\right)^{\frac{1}{2}}$$

:

$$(da/dF)_{v} = C_{v} (\widetilde{K}_{v})^{N}$$

where N is the total number of stress-parameter combinations to be considered. Hence, the problem of mission mix and mission sequence can be solved by choosing those growth-rate equations pertinent to the missions in the mix and applying them in the sequence corresponding to the mix.

f. The crack-growth life (F) in flights is obtained by the modified modified linear approximation damage accumudation technique.

# 2.2. METHOD II - MULTISECMENT-PER-FLIGHT CRACK-GROWTH METHOD

The one-cycle-per-flight approach may not be appropriate for the highly maneuverable fighter-type aircraft. Hence, a multisegment-per-flight crack growth methodology was developed. Figure 1 schematically illustrates the conversion of the random flight spectrum to the multisegment-per-flight spectrum.

The multisegment-per-flight crack-growth methodology also uses the analytical procedure as does the one-cycle-per-flight, except the crack-growth rate is on a cycle-per-segment (da/dS) basis rather than a cycle-per-flight (da/dF) basis. The following are brief descriptions of the necessary required steps:

- a. Generate sample stress histories for a specific flight segment such as a manuver segment; repeat the procedure  $N_A$  times to produce  $N_A$  consecutive sample flight segments (a uniblock).
- b. Use a cycle-by-cycle crack-growth computer program to calculate the crack growth  $\Delta a$  due to the unithlock flight segment starting from a prescribed initial crack size  $a_0$ ; then, determine  $da/ds = \Delta a/n_1$ . Repeat the procedure for a predescribed number of different  $a_0$  values.
- c. Establish the following relationship on the basis of the aforementioned results:

$$da/ds = c (\widetilde{K})^{\lambda}$$

where  $\overline{K}$  is the measure of the stress intensity factor representing the overall effect of the unitblock on the crack growth. In a mathematical form,  $\overline{K}$  can be represented by

$$K = (\overline{\Delta c}^{b})^{1/b} \Psi(a)$$

The term  $(\Delta \sigma^b)^{1/b}$  is the statistical average of the b-th power of the stress range,  $\Delta \sigma$ ;  $\Psi(a)$  is a function of crack size and other geometrical parameters.

- d. Plot da/ds against k on a double logarithm scale; then, determine the two parameters C and c. Choose either the appropriate value of  $c_{\max}$  or  $c_{\min}$  and then calculate the corresponding  $c_{\min}$  or  $c_{\max}$  based on  $(c_{\min}b)1/b$  value, resulting in the corresponding value of C, c, and  $c_{\max}$ ,  $c_{\min}$  of the equivalent constant-amplitude flight segment.
- e. Repeat the same procedures for other flight segments and thus obtain a number of sets of parameters

$$\left[c_1, \lambda_1, \overline{\sigma}_{\max_1}, \overline{\sigma}_{\min_1}\right], \left[c_2, \lambda_2, \overline{\tau}_{\max_2}, \overline{\tau}_{\min_2}\right], \dots$$

and a number of growth rates applicable to each of the particular flight segments

$$(da/ds)_1 = C_1 (\overline{K}_1)^{\lambda_1}$$

$$(da/ds)_2 = C_2 (\overline{K}_2)^{\lambda_2}$$

:

$$(da/ds)_{i} = C_{i} (\overline{K}_{i})^{\lambda_{i}}$$

where i is the number of flight segments considered in a typical flight.

f. Choose the number of cycles  $n_i$  in each segment and then convert the crack-growth-per-segment rate (da/ds) into the crack-growth-per-cycle rate (da/dn), resulting in

$$(da/dn)_i = \left(\frac{1}{n_i}\right)(da/ds) = \left(\frac{1}{n_i}C_i\right)(\overline{K}_i)^{\lambda_i}$$

g. Use a cycle-by-cycle crack-growth analysis computer program to calculate the growth behavior.

The cycle-by-cycle crack-growth subroutine built in FLTGRO is identified as ESTCAL. The crack-growth methodology implemented in ESTCAL is similar to that adopted in CRKGRO, the detailed level crack-growth analysis program. A detailed description of the methodology is documented in the User's Manual of CRKGRO <sup>(5)</sup>. The following paragraphs describe the highlights of the methodology.

# 2.3. CRACK-GROWTH RATE EQUATION

For cyclic loadings containing positive stress ratios (i.e.,  $R \ge 0$ ), the modified Walker equation is used to describe the crack-growth rate per cycle (da/dN). The modified Walker equation can be expressed as:

For 
$$\Delta K > \Delta K_{th}$$
,  $R \ge 0$ 

da/dN = 
$$C\left[\Delta K/(1-\overline{R})^{1-m}\right]^n$$
,  $\overline{R} \le R_{cut}^+$ ,  $\overline{R} = R$ 

$$\overline{R} > R_{cut}^+$$
,  $\overline{R} = R_{cut}^+$ 

For 
$$\Delta K \leq \Delta K_{th}$$
,  $R \geq 0$ 

da/dN = 0

where C and n are the growth rate constants, m is the stress-ratio collapsing factor, and  $R_{\rm cut}^+$  is the cutoff values of positive stress ratio.

For cyclic loadings containing negative stress ratios (i.e., R < 0), the Chang acceleration equation (6) is used. In mathematical form, the Chang equation is expressed as:

$$da/dN = C \left[ (1 + \overline{R}^2)^q K_{max} \right]^n, \ \overline{R} \ge R_{cut}^-, \ \overline{R} = R$$

$$\overline{R} < R_{cut}^-, \ \overline{R} = R_{cut}^-$$

where q is the acceleration index, and  $R_{\rm cut}^{-}$  is the cutoff value for the negative stress ratio.

# 2.4. LOAD INTERACTION MODEL

The Willenborg/Chang load interaction model  $\binom{7}{}$  is adopted in ISTCAL to account for the spectrum loading effects. This model uses the generalized Willenborg model  $\binom{8}{}$  to account for the tensile overload retardation effects, and the Chang acceleration scheme to account for the negative stress effects. The generalized Willenborg model can be written in the following form:

$$(K_{\text{max}})_{\text{eff}} = K_{\text{max}} - \Phi \left[ K_{\text{max}}^{\text{oL}} \left( 1 - \frac{\Lambda a}{z_{\text{oL}}} \right)^{1/2} - K_{\text{max}} \right]$$

$$(K_{\text{min}})_{\text{eff}} = K_{\text{min}} - \Phi \left[ K_{\text{max}}^{\text{oL}} \left( 1 - \frac{\Lambda a}{z_{\text{oL}}} \right)^{1/2} - K_{\text{max}} \right]$$

$$\Phi = \left[ 1 - \left( K_{\text{max}} \right) \right] / (R_{\text{SO}} - 1)$$

where  $K_{\infty}$  is the stress-intensity-factor corresponding to the maximum remotely applied stress,  $K_{max}^{OL}$  is the stress-intensity-factor corresponding to the maximum stress of the overload,  $\Delta a$  is the incremental growth following the overload,  $\Sigma_{OL}$  is the overload interaction zone size, and  $R_{SO}$  is the overload shutoff ratio.

For spectrum loadings, the effective stress-intensity-factor range and effective stress ratio are expressed in terms of the maximum and minimum effective stress intensity factors as follows:

$$\Delta K_{eff} = (K_{max})_{eff} - (K_{min})_{eff} = \Delta K_{\infty}$$

$$R_{eff} = (K_{min})_{eff} / (K_{max})_{eff}$$

In the load-interaction-accounted-for option, the program uses the following equation to account for tensile overload retardation effect:

For 
$$\Delta K_{eff} = \Delta K_{th}$$
,  $R_{eff} \ge 0$   

$$da/dN = C \left[ (\Delta K)_{eff} / (1 - \overline{R}_{eff})^{1-m} \right]^{n}, \overline{R}_{eff} \le R_{cut}^{+}, \overline{R}_{eff} = R_{eff}^{-}$$

$$\overline{R}_{eff} + R_{cut}^{+}, \overline{R}_{eff} = R_{cut}^{+}$$

For 
$$\Delta K_{eff} \le \Delta K_{th}$$

$$da/dN = 0$$

where C, n, m, and  $R_{\text{Cut}}^{\ddagger}$  are the same crack-growth rate parameters described under "Fatigue Crack-Growth-Rate Equation." The threshold values of the stress-intensity-factor range are also identical to those used in the constant-amplitude cases.

If the effective stress ratio is negative (i.e.,  $R_{\mbox{eff}} < 0$ ), the Chang negative stress ratio equation is used in this program, which accounts for the compressive load acceleration effect:

$$da/dN = C\left[\left(1 + \overline{R}_{eff}^{2}\right)^{q} \left(K_{max}\right)_{eff}\right]^{n}, \overline{R}_{eff} \ge R_{cut}^{-}, \overline{R}_{eff} = R_{eff}^{-}$$

$$\overline{R}_{eff} < R_{cut}^{-}, \overline{R}_{eff} = R_{cut}^{-}$$

where q is the acceleration index determined from test data generated for a specific negative stress ratio R < 0 and its R = 0 counterpart.

Reduction of the overload retardation effect caused by a compressive spike load immediately following the tensile overload is accounted for through an effective overload interaction zone concept proposed by  ${\rm Chang}^{(1)}.$  The effective overload interaction zone is defined in terms of the negative effective stress ratio (R $_{\rm eff}$  < 0) as:

$$(z_{oL})_{eff} = (1 + \overline{R}_{eff}) (z_{oL}), \overline{R}_{eff} \ge R_{cut}, \overline{R}_{eff} = R_{eff}$$

$$\overline{R}_{eff} < R_{cut}, \overline{R}_{eff} = R_{cut}$$

where  $\mathbf{Z}_{oL}$  is the plastic zone size introduced by the tensile overload.

The plane strain plastic zone size is used if the stress intensity factor at the maximum depth for a part-through crack is to be calculated. The plane stress plastic zone size is used at the length direction for TC's and PTC's. The plane stress and plane strain plastic zone sizes are:

$$(z_{oL})_{plane \ strain} = \frac{1}{6\pi} \left(\frac{K_{omax}}{F_{ty}}\right)^2$$

$$(C_{oL})_{plane stress} = \frac{1}{2\pi} \left( \frac{K_{\infty} max}{F_{ty}} \right)^2$$

where  $F_{tv}$  is the material tensile yield strength.

# 2.5. DAMAGE ACCUMULATION SCHEME

The Vroman linear approximation method has been incorporated into this computer program as the damage accumulation scheme. The following paragraphs briefly describe the method.

For a given load spectrum as schematically shown in Table 1, the Vroman damage accumulation scheme proceeds by considering a load step (i) and using  $\sigma_{max_i}$  and  $\sigma_{min_i}$  to calculate  $(\text{da/dN})_i$ . The value of  $(0.0\text{la})/(\text{da/dN})_i$  is then compared to Ni, where "a" is the instantaneous crack size. If  $(0.0\text{la})/(\text{da/dN})_i$  is greater than Ni, then the crack growth for that particular load step is  $\Delta a = N_i \times (\text{da/dN})_i$ , the crack has then grown from "a" to  $(a + \Delta a)$ , and the program proceeds to the next load step.

If  $(0.01a)/(da/dN)_i$  is less than or equal to  $N_i$ , the crack size will be (a+0.01a), and this load step is reexamined. This process continues with  $(0.01a)/(da/dN)_i$  being compared to the remaining cycles in the step. When all load steps in the block or flight have been examined, the program then proceeds to the first step of the next block (or flight) and continues.

TABLE 1. A TYPICAL STRESS SPECTRUM TABLE (SCHEMATIC)

<u>Step</u>	<u>Max Stress</u>	Min Stress	No. of Cyc/ Block (Flight)
1	$\sigma_{\max}$	$\sigma_{\min}$	N <sub>1</sub>
2	$\sigma_{ m max}$	$\sigma_{ ext{min}}$	N <sub>2</sub>
.5	$oldsymbol{\sigma}_{ ext{mix}}$	$\sigma_{\min_{\overline{5}}}$	N <sub>5</sub>
; ;	:	÷	:
i	σικαχ i	$\sigma^{min}_{i}$	N <sub>i</sub>

### 2.6. CRACK GROWTH UPDATING SCHEME

The FLTGRO program uses a random access disk file to store crack-growth data for each control points and each type of mission. Each control point requires the following information: (I) material constants, type of crack, crack geometry, and other parameters necessary to grow a crack, (2) mission type and associated growth rate constants, and (3) a base mission mix. For the crack-growth-per-flight (da/df) approach, the growth-rate parameter stored on the tracking operating file are  $C, \lambda$ ,  $(\Delta \sigma^2)^{1/2}$ , the stress ratio, and the maximum spectrum stress. The multisegment-per-flight method stores growth rate parameter for each flight segment; i.e., c, n, the RMS of the maximum stress in a flight segment, the RMS of  $\sigma_{\min}$  in a flight segment, and the number of cycles per segment. The base mission mix is a unitblock of m missions and the number of occurrences per mission.

In any time frame of the Individual Aircraft Tracking (IAT) program, crack growth at a control point can be tracked by executing the FLTGRO program for the missions that have been completed and accessing the data base to obtain the growth rate parameters for each mission. Capability is provided for adding new missions to the data base or to the baseline mission mix. The crack-growth equation coefficients are computed and optionally replaced or appended to the data base. If the missions flown were deviating from the baseline mission mix, the base mix can be updated to reflect the change.

The FATGRO program produces a plot of crack length versus life in flights for the actual nu-ber of missions completed. The baseline mission mix can be optionally plotted on the same graph with the actual crack-growth history or can be displayed individually. The baseline mission is grown to failure to illustrate the life of the control point specimen. Another option is available which appends the base mission crack-growth history the actual growth history. A combination of all these options in figure 2 shows the life of a control point if the base mission was flown, in comparison to the actual life and the predicted life if the base mission is appended.

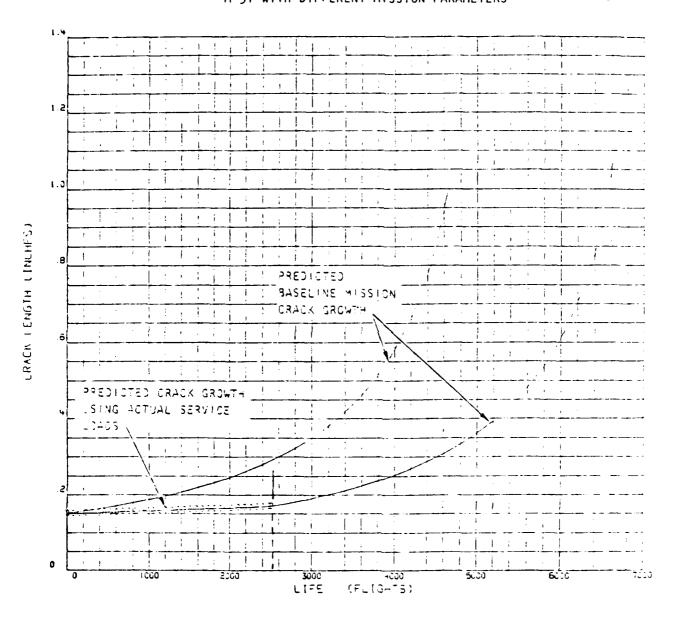


Figure 2. FLTGRO Updating Crack Growth Analysis Results

#### Section III

#### PROGRAM OUTLINES

The program identification is FLTGRO. FLTGRO consists of 14 routines. The functions of the main routine and 13 subroutines are:

- 1. FLTGRO Supervisory routine, handles flow, checks keywords, gives diagnostics.
- 2. BFBD Stores keywords for exact code titles and back-face correction tables.
- 3. CENTER Centers title cards for output.
- 4. CLAMDA Computes and prints out C and  $\lambda$  values for the da/dF rate equation in Method I, and C and  $\lambda$  values for the da/dS rate equation in Method II.
- 5. CYCCNT Range-pair-counts the original spectrum loading.
- 6. ESTCAL Reads input, prints output, prepares K-equations, grows the crack using crack-growth rate per cycle (da/dN) equation for a series of initial crack size,  $a_i$ , to the final size,  $a_f$ . It also prepares tables of  $C_j$ ,  $*_j$  for mission-mix option.
- 7. GROFLT Prepares K-equations, grows the crack using the crack-growth rate per flight (da/dF) equation from original to critical crack size. Prints out table of crack size versus flights.
- 8. LIST Prints out FLT records stored on the database.
- 9. MANAGE A data base managing routine to read and write FLT records.
- 10. NEWLEN Brings user's file number on input to be recognized.
- 11. PARAM Sets up parameters of analysis results for plotting.
- 12. PLOT Plots grids, labels, and curves for PARAM.
- 13. TRP2 Parabolic interpolation routine for back-face correction factor.
- 14. WRMIC Prints out crack-growth data for the series of Cinitials Cfinals growths.

#### Section IV

#### FLTGRO INPUT DATA DECK

The input data deck for FLTGRO is described in this section. A brief description of each type of input data card is presented in the following. The overall deck setup is shown in Figure 2, and a detailed description of each input card is given on the following pages.

- Card 1 FLT database disposition
- Card 2a "Compute C and Lambda" keyword
  - 2b Control point identifier
  - 2c Problem identification (i.e., title card)
  - 2d Material identification and properties
  - 2e Root-mean-square power exponent and shutoff ratio
  - 2f Stress ratio cutoff and crack-growth rate equation coefficients
  - 2g Initial crack sizes and geometry
  - 2h Crack coding control
  - 2i Number of initial crack sizes for computing C and  $\lambda$
  - 2; Initial crack sizes
  - 2k Method-type controls
  - 21 Mission identification
  - 2m Title identification for a given mission
  - 2n Limit stress and control parameters
  - 20 Mission loading and printing control parameters
  - 2p Stress spectrum
- Card 3a ''Grow Crack'' keyword
  - 3b Control point identifier
  - 3c Growing crack control parameters
  - 3d Mission sequence definition
- Card 4a ''Plot'' keyword
  - 4b Plotting control parameters
- Card 5 "List" keyword
- Card 6 "End" keyword

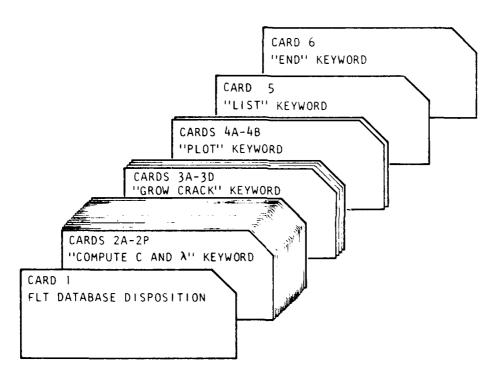


Figure 3. FLTGRO Input Deck Setup

#### INPUT DATA CARD 1

Description: Database disposition

Format and example:

1		10	20	80
OI	PTION		DISP	
F	LTOF		OLD	

Field

Contents

Option

"FI.TOF" keyword, beginning in column 1.

Disp

Disposition of FLT database beginning in column 11.

NONE - No FLT operating file will be used.

NEW - A new file is to be created.

OLD - An existing file is attached.

Remarks

- 1. This must be the first data card in the data input deck.
- 2. The Disp field is left-adjusted.

### INPUT DATA CARD 2a

Description: Compute keyword card

Format and example:

1 20	ਤ()
OPTION	
COMPUTE C AND LAMBDA	

Field

### Contents

Option

"Compute C and Lambda" keyword, beginning in column 1.

Remarks

- 1. This card initiates the input for the data needed to compute C and  $\lambda_{\star}$
- 2. If C and  $\lambda$  were previously computed and stored, an "old" file is attached; then, input cards 2a-2r will be omitted.

#### INPUT DATA CARD 2b

Description: Control point identifier

Format and example:

1	8	18 80
CPIDNT	IREP	
M-85MET1	REPLACE	

Field

#### Contents

CPIDNT

Any alphanumeric information, maximum of eight characters, the user desires to input for identification of the data calculated by the "Compute C and lambda" option.

IREP

For old control points saved on the FLT file.

BLANK - All required input data; cards 2c-2h will be read from the FLT file.

REPLACE - A new set of input data, read from cards 2c-2h, will be read and stored on the FLT file replacing the old set of data. Left-adjusted, starting in column 9.

For new control points, the input data, cards 2c-2h, will have to be provided in the input stream and IREP shall be left blank.

# INPUT DATA CARD 2c

Description:	Problem identification title card
Format and ex	ample:
Column	1 72 80
	PROBID (i)
	SINGLE CYCLE PER FLIGHT, METHOD I, 30 KSI
Field	Contents
PROBID (i)	Any alphanumeric information which the user desires to input for problem identification.
Remarks	Only the first 72 columns are used for input.

# INPUT DATA CARD 2d

Description: Material identification

Format and example:

Column	1	28	36	48	60	72	80
	GEMAID	BISLP	SIGM	AY AKI	CKC		
	2219-T841 AL.		48.	45.	65.		
<u>Field</u>			Content	<u>s</u>			
GEMAID	Any alphanumeric information which the user desires to input for material identification (columns 1-36 only).						input for
BISLP	Option to use one- or two-slope rate curve Blank - analysis with one-slope rate curve. "BISLOPE" - analysis with two-slope rate curve.						
SIGMAY	Material yield strength (ksi) (Fl2.0)						
AKIC	Plane strain fracture toughness, (ksi $\sqrt[4]{\text{in.}}$ ), used for part-through crack instability criterion on crack depth a. (FI2.0)						
СКС	Plane stress fracture toughness, (ksi $\sqrt[4]{\text{in.}}$ ), used for through-crack instability criterion on half-crack length c. (F12.0)						• •
Remarks:	BISLOPE is a ke	yword, s	tarting	in colum	1 29.		

### INPUT DATA CARD 2e

Description: Crack growth rate equation coefficients, part 1

Format and example:

~			
CO	П	111	ın

1 10	20	80
POWER	RETDA	
2.	3.	

Field

Contents

POWER

Power exponent b to calculate the average of the b-th power product,  $(\Delta\sigma^b)^{1/b}$  where  $\Delta\sigma$  is the stress range. (F10.0)

RETDA

Retardation shutoff ratio. (F10.0)

#### INPUT DATA CARD 2f

Description: Stress ratio cutoff values and crack-growth rate equation

parameters

Format and example:

Column

1	. 6	12	18	24	36	42	
	RCUT	RCUTN	EXPM	FXPQ	CWALK	FXPN	THA
I	.75	-0.50	.6	1.0	5.066-10	3.83	1.0

4	18	60	 80
\		DELKTH	
5		2.5	

<u>Field</u>

<u>Contents</u>

**RCUT** 

The cutoff value of the positive stress ratio "-R" below which it it is assumed the material does not show stress ratio layering in (da/dN) vs  $\Delta K$  plots. (F6.0)

**RCUTN** 

The cutoff value of the negative stress ratio "-R" below which it is assumed the material does not show further accelerated growth rate. (F6.0)

**EXPM** 

Walker stress ratio effect exponent. (F6.0)

EXPQ

Chang growth-rate equation (for R < 0) exponent. (F6.0)

**CWALK** 

Walker growth-rate equation (for  $R \ge 0$ ) coefficient. (E12.0)

EXPN

Walker growth-rate equation (for  $R \ge 0$ ) exponent. (F6.0)

THA

Threshold constant (F6.0)
1. - Variable threshold
0. - Fixed threshold

DELKTH

The threshold value of  $\Delta K$  (ksi  $\sqrt{\text{in.}}$ ) obtained from R = 0 test. (F12.0)

### INPUT DATA CARD 2f (Concluded)

Remarks:

If "BISLOPE" option was used on card 2d, then an extra input card follows for the lower region of the rate curve:

Extra input card for 'BISLOPE" analysis

	12	18	24	36	42	48	60	7.2	
		EXPML	EXPQL	CWALKL	EXPNL		TRANSL	ATLEV	
		.6	1.0	4.33 -15	12.9		3.7	1.0 -07	

EXPML.

EXPOL

CWALKL

EXPNL

As defined before, but for the lower part i.e.: Region 1 of the da/dn vs  $\Delta K$  rate curve.

TRANSL

The  $\Delta K$  value of the transition from upper to lower curve, i.e.: from Region II to Region I. (F12.0)

ATLEV

The level of da/dn for the transition from Region II to Region I. (E12.0)

# INPUT DATA CARD 2g

Description: Initial crack sizes and geometry

Format and example:

Column	1	12	24	36	48	60	72 8	0
	AINIT	ASPR	RADIUS	CINIT	тнк	WIDTH		
				.05	. 25	6.0		

Field	Contents
AINIT	Initial value of crack depth a (inches) for part-through crack. (F12.0)
ASPR	Aspect ratio, (a/2c), for part-through crack. (F12.0)
RADIUS	Radius of hole (inch), if no hole leave blank. (F12.0)
CINIT	Initial value of crack length, c (inches); half of surface length dimension for centered cracks, full length for edge cracks. (F12.0)
THK	Equivalent thickness for transition; usually, it is the thickness of the plate. (F12.0)
WIDTH	Width of the plate, (inches). For centered cracks, the program halves the value of the width of the plate. (F12.0)

# INPUT DATA CARD 21

bescription.	Number of inferal crack sizes for computing C and K	
Format and ex	xample:	
Column	1 5	80
	NCASE	
	12	
<u>Field</u>	Contents	
NCASE	Number of initial crack sizes to be read from card 2j is required for Methods I and II and is right-adjusted	

# INPUT DATA CARD 2h

Description: Crack code controls

NRETRD, right adjusted

Format and	example:	
Column	1612	80
	CODE NRETRD	
	2010 1	
Field	Contents	
CODE	Crack code no. (See crack library, p. ) Starting in column 1	
NRETRD	Retardation option: (I6)  0 = without load interaction  1 = with load interaction	
Remarks	Crack code no. left adjusted	

## INPUT DATA CARD 2j

Description: Initial crack sizes

Format and example:

Column

1	5 1	0 1	5 20	25	30	35	40
Ci	Ci+1	Ci+2	Ci+3	Ci+4	Ci+5	Ci+6	Ci+
.01	.03	.05	.1	.2	.5	.8	1.0

	40	45	50	)	55	60	65	7υ	75	
~	Ci+8		Ci+9	Ci+10		Ci+11	Ci+12	Ci+13	Ci+14	)
(	1.5		2.0	2.5		2.95				

7.5	80	U
[		
$\mathcal{T}$		_

<u>Field</u>

## Contents

The initial crack lengths, NCASE lengths are read in. For part-through-cracks Ci's are the initial crack depths. For through-cracks Ci's are half of the initial surface lengths for centered cracks; full lengths for edge cracks. (Refer to input cards 2g and 2h.) (F5.0)

#### INPUT DATA CARD 2m

Description: Method-type controls

Format and example:

Column	1 5	10	15	80
	NPROB	METHOD	NSEG	
	3	1		

Field	Contents

NPROB The number of different cases for which parameter c and n needed be estimated (I5).

METHOD 1 - Determine C and  $\lambda$  for each mission (cycle/flight).

2 - Determine C and  $\lambda$  for each mission segment. (15)

NSEG Number of segments in a flight to compute C and  $\lambda$  for Method II only. (I5)

Remarks All input fields for this card are right-adjusted.

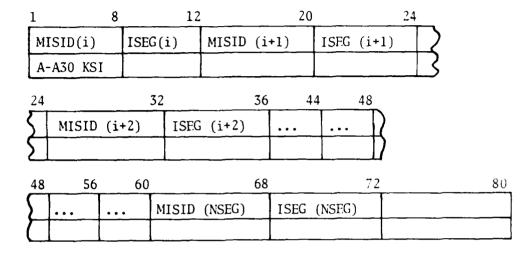
- 1. Default is Method I.
- 2. If NPROB > 1, then NPROB sets of cards 2n-2q will follow when spectra are stored on files, or NPROB sets of cards 2n-2r follow if spectra are on cards.
- 3. A total of 50 sets of C and  $\lambda$  can be determined.

#### INPUT DATA CARD 2n

Description: Mission segment identification for loading condition

Format and example:

Column



<u>Field</u>

Contents

#### For Method I:

MISID (i) Mission identifier (maximum of eight characters); rest of card is blank). (A8)

### For Method II:

- MISID (i) Mission segment identification (maximum of eight characters).
- ISEG (i) Terminating cycle number in flight for mission segment, right-adjusted. (I4)

ISEG (NSEG) is equal to the total number of cycles in flight.

NSEG is given on card 2m.

## INPUT DATA CARD 20

Description	: Title identificat	ion	
Format and	example:		
Column	1	68	80
	NAME		
	RANDOM A-A SIGMA	=30 KSI	
Field		Contents	
NAME	Title identificat by cards 2m and 2	<del>-</del>	rs) for mission defined

### INPUT DATA CARD 2p

Description: Limit stress and control parameters

Format and example:

Column	1	12	17	29	l	80
	SIGL	.IM	110SG11A	SMULTI		
	30.0			1.0		

<u>Field</u> <u>Contents</u>

SIGLIM Limit stress (ksi). (F12.0)

MOSGMA Stress input control parameter (I5)

 $\geq 0$  - stress is in terms of percent of limit stress.

0 - stress is in terms of ksi.

SMULTI Stress magnification or reduction factor to bring spectrum to

desired stress level. (F12.0)

Remarks Mosgma is right-adjusted.

If  $\frac{\text{MOSGMA} \ge 0}{\text{MOSGMA} < 0}$  Stress =  $\frac{\text{Siglim x Smulti}}{100}$ Stress = Stress x Smulti

33

#### INPUT DATA CARD 2q

Description: Mission loading and printing control parameters

Format and example:

~	•		
10	-1	1 71	mn

1	5	10	15	20	25	30	35
NFLIC	GHT	L	NUNIT	MOPEAK		MOCRK	KCON
	1	950	50		1	1	1

35	<u> </u>	40		45	 80
{	NFILE		NRP		
$\sum_{i=1}^{n}$		12		0	

Field

### <u>Contents</u>

NFLIGHT

Number of unit blocks applied for crack growth computation to estimate C,  $\lambda$  and product.

estimate C, A and product

l.

Number of cycles in a unit-block, or given subunit-block.

**NUNIT** 

Number of flights in a unit-block or given subunit-block.

MOPEAK

Input peaks-valleys adjustment parameter:

≥ 0 - MIN-MAX input < 0 - MAX-MIN input

MOCRK

Print control parameter for crack growth data:

≥ 0 - Crack-growth data are printed. < 0 - Crack-growth data are not printed.

KCON

Print control parameter for stress history:

> 0 - Input stress history is not printed.

≤ 0 - Input stress history is printed.

NEILE

Alternate file where stress spectrum is stored. This file input unit number must be between 10 and 98, inclusive. If NFILE is negative, this unit is rewound before reading of file. If 0 on 5 and input is appeared.

file. If 0 or 5, card input is expected.

NRP

Control for range-pair counting: 0 = No range-pair counting.

1 = Range-pair counting.

Remarks

All input fields for this card are right-adjusted.

### INPUT DATA CARD 2r

Description: Stress spectrum

Format and example:

Column

1	5	15	25	35	
DATA	SMA	Xi SN	IINi C	YCLEi	
	15.	81 5.	.6 1	.0	$ \longrightarrow $

or

1	5		15		25	3	5
DATA	A	SMINi		SMAXi		CYCLF.i	7
		-5.0		15.81	-	1.0	}

Field

Contents

DATA

Blank on all SMAXi, SMINi, CYCLEi cards.

"End" on extra card marking the end of a spectrum, starting in column 1.

SMIN

Minimum stress value (ksi).

SMAX

Maximum stress value (ksi).

Remarks

- 1. The spectrum is read on the unit defined by NFILE on card 2q.
- 2. The min-max or max-min input is defined by MOPEAK on card 2q.
- 3. For mission mix option, spectrum is limited to 3000 or less steps (i) in each uniblock.

## INPUT DATA CARD 3a

Description:	"Grow Crack"	keyword card	
Format and ex	ample:	•	
Column	1 1	.0	80
	OPTION		
	GROW CRACK		
Field		<u>Contents</u>	
OPTION	"GROW CRACK"	keyword, beginning in column 1.	

## INPUT DATA CARD 3b

beset tperor	. control p	ome identifier	
Format and	example:		
Column	1 8		80
	CPIDNT		
	M-85		
Field		<u>Contents</u>	
CPIDNT	used for attached	numerical information (maximum of eight characters) identification of the data that were stored is now and is to be read from the FLT data base. This card ed only when the "compute C and lambda" option is not	-

#### INPUT DATA CARD 3c

Description: Growing crack control parameters

Format and example:

Column	1	8 16	24	32	40	48	56	
	CF	NBLKS	NMIX	MBASF	NREPET	NBASE I	MRFTRD	
	0.	10000	3	0	0	0		7

56	64	80
	FNIBLK	
7		

Field

Contents

CF

Final crack length (inches).

**NBLKS** 

Number of blocks (limiting number of flights for the C vs flight growth curve).

XIMA

Number of mission strings.

**NBASE** 

- = 1 If final or critical crack size is not reached upon completion of the discrete missions mix, append the base mission mix.
- = 0 Only discrete mission mix is used.

**NREPET** 

- = 1 Grow the crack using the base mission mix.
- = 0 No operation.

NBASEI

- = 1 Input mission mix is to be stored as the base mission mix.
- = 0 No operation.

MRETRD

- = 1 Load interaction is considered (for Method II only).
- = 0 Load interaction is not considered.

**FNIBLK** 

Total number of flights in one mission (for Method II only).

Remarks

All input fields for this card are right-adjusted, except for CF.

### IMPUT DATA CARD 3d

Description: Mission sequence definition

Format and example:

_	1			
t.o	1	u	п	n

1	8		12		20		24		32	
N.	FAC(i)	MIS	(i)	NFAC(i	i+1)	MIS(i	+1)	NFAC(i	+2)	
	1		1		4		2		1	$\supseteq$
32		36		4.4	1	48		56		
5	MIS(i+2	)	NFAC (	i+3)	MIS(i	+3)	NFAC (	i+4)	3	
2		1				<u>_</u> _				
56		60		68	3	72				80
5	MIS(i+4	)	NFAC(	i+5)	MIS(i	+5)				
{										

### Field

### Contents

NFAC

The number of times the loading condition is to be repeated.

MIS

The sequence number for the loading condition as saved in the FLT database. The sequence number can be obtained from the printout of the "LIST" option.

Remarks

- 1. All input fields for this card are right-adjusted.
- 2. Card 3d is needed for Methods I and II.
- 3. Mission mix applies to Method I only.

# INPUT DATA CARD 4a

Description:	Plot keyword card	
Format and exa	ample:	
Column	1	80
	OPTION	
	PLOT	
Field	Contents	
OPTION	"PLOT" keyword, beginning in column 1.	

### INPUT DATA CARD 4b

Description: Plotting control parameters

Format and example:

Column

1	5		10	·	15	2	0	25
OPT			SCA	LE(1,1)	SC	ALE(2,1)		
	1				0	0		
25		30			80			
}	· <del></del>					]		
}						]		

<u>Field</u>

<u>Contents</u>

OPT

Specifying parameters to be plotted.

1 - Plot

0 - No plot

OPT = Crack size versus life in flights.

SCALE(2,1)

Array specifying linear, semilog, or log-log grid scaling.

SCALE (1,) = 0 - x-axis is linear

1 - x-axis is log

SCALE (2,) = 0 - y-axis is linear

1 - y-axis is log

Remarks

All values are integers, right-adjusted.

# INPUT DATA CARD 5

Description:	LIST keyword card
Format and ex	ample:
Column	1 80
	OPTION
	LIST
Field	Contents
OPTION	"LIST" keyword, beginning in column 1.
Remarks	This option will list the loading conditions that have been saved on the FLT database.

## INPUT DATA CARD 6

Description:	END keyword card	
Format and exa	ample:	
Column	1	80
	OPTION	
	END	
<u>Field</u>	Contents	
OPTION	"END" keyword, beginning in column 1.	
Remarks	This card terminates the input data deck and signals the program to terminate execution.	

#### Section V

#### **EXAMPLE CASES**

This section presents two example cases which are designed to illustrate the capability of the FLTGRO program. The first example is to predict the crack-growth behavior of a 2219-T851 aluminum center-craked-tension (CCT) specimen subjected to a typical figher spectrum loading. Figure 4 shows the specimen dimensions and the crack configuration by the single-cycle-per-flight method (Method I).

The crack-growth rate constants and parameters used in the example are as follows:

$$C = 5.066 \times 10^{-10}$$
  $R_{so} = 3$   
 $n = 3.83$   $q = 1.0$   
 $m = 0.6$   $R_{cut}^{+} = +0.75$   
 $\Delta K_{th} = 1.5 \text{ ksi}$  in.  $R_{cut}^{-} = -0.99$   
 $K_{c} = 65 \text{ ksi}$  in.  $\sigma_{ty} = 48 \text{ ksi}$   
 $\sigma_{ty} = 48 \text{ ksi}$ 

The spectrum used in this example was a typical fighter aircraft air-to-ground (A-G) mission, generated in phase III of this research and development effort (4). The detailed spectrum table is shown in the appendix. The spectrum is in the random cycle-by-cycle format which contains 150 flights, each flight consisting of 19 cycles. Each peak and valley is in the percentage of design limit stress (% of DLS). The random spectrum was range-pair counted before it was used in the analysis. The range-pair counted spectrum was printed out as shown in the example. All the peaks and valleys were converted to stress in KSI unit, based on  $\sigma_{\text{lim}}$  = 24 ksi.

Eight (8) initial crack sizes were selected in order to characterize the A-G mission. These 8 initial crack sizes were:

 $C_i = 0.1, 0.2, 0.3, 0.4, 0.5, 0.7, 0.9, and 1.1 (all in inches).$ 

The input echoes are shown in the following computer print-out. A table of dc/dF vs  $\overline{K}$  for these 8 points was also prepared by the FLTGRO program shown in the output printout. The characterized A-G mission crack-growth-rate-per-flight parameters obtained by FLTGRO are:

 $C = 2.0648 \times 10^{-6}$ 

 $\lambda = 3.6119$ 

 $\bar{\sigma} = 10.692 \text{ ksi}$ 

These characterized crack-growth-rate-per-flight parameters were then used to perform crack-growth prediction on a case. The initial crack size was  $C_i$  = 0.145 inch. All crack growth parameters used in the life prediction are listed in the printout. The crack-growth summary table is shown in the last page of the computer printed outputs of this example. The table shows the FLTGRO predicted life from  $C_i$  = 0.145 in. to failure was Np = 5462 flights.

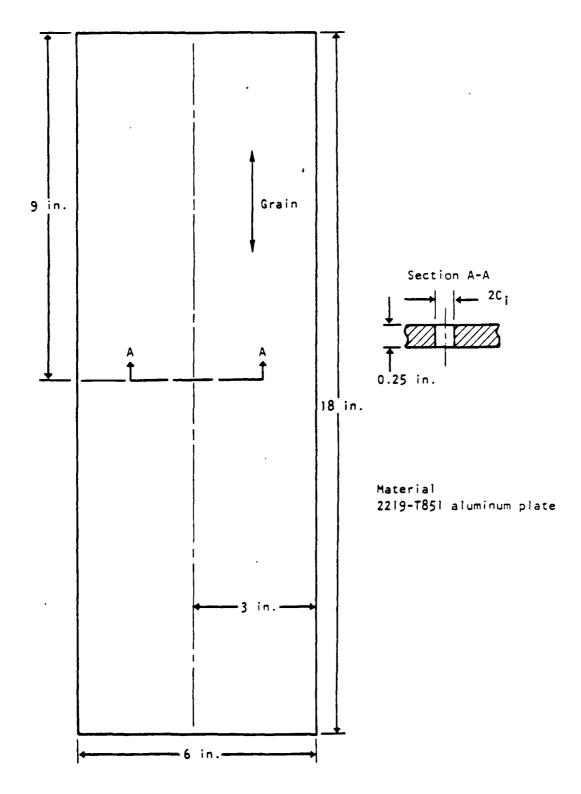


Figure 4. Test Specimen Configuration

F-8-2 AIR-TO GROUND SPECTRUM, FOR CEMTERED THRU CRACK 2219-T851 ALUMINUM 45.	RACK
29 -1099 7.6 1.0 5.750 -103.85 0. 1.5 1.50 -103.85 0. 1.50 1.00 1.00 1.00 1.00 1.00 1.00	j•9
0-15 3-27 3-30 3-40 6-53 3-7 5-9 1-10	· · · · · · · · · · · · · · · · · · ·
F-B-2 AIR-IN-GROUND SPECTRING	
GRO. CRACK	
1 10000 T	
יייין אורטוא	
c	

FLICHT RY FLIGHT CRACK GROWTH AVALYSES - F L T C R C F-B-2 - ATR-TO GROUND SPECTRUM, FOR CENTERED THRU CRACK 2219-TBS1 ALUMINUF	CRACK GROWTH RATE FUUATION FOR CALCULATING CO LAMPDAO AND SICMA Dazr = cwalk + (relia 4/(1-P)++(1-M))++N	ANALYSIS FOR THIS RUM IS DONG BY THE SINGLE CYCLE PER FLIGHT METHAD INPUT MATERIAL COMSTANTS AND COMIROL PARAMETERS	VIELD STRESS SIGNAV= 48.30 (KSI) KIC FOR A AKIC = 45.20 (KSI+SQRT(IECF)) KIC FOR C CKIC = 65.20 (KSI+SGRT(IECF))	POJER S COEFF C = 5.666 - 4 EXP SMALL N N = 334.06 + 1 EXP SMALL N N = 1.00 (E+ 0 EXP SMALL N N = 1.00 (E+ 0 EXP SMALL N RCUT+ = 1.50 (E+ 0 +R CUTOFF RCUT+ = 1.50 (E+ 0	THRESHOLD= 1.5* (1(.)*ABS(R))  INITAL CRACK SIZE C = SPECIFIED LATER.  INITIAL CRACK DEPTH ASPECT RATIO =	TYPE = 2 (PART THROUS! CRACK=1. THROUGH CRACK=2) CRACK CONT = 2(1) RETARD = 1 (10 LOAD INT NACTION - EITH LOAD INTERACTION=1). RETARDATION SHUT-OFF RATIO + 50 CRACK ARRESTE 3.3
---	---	---	--	---	---	--

24 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		٠	777				1
13.65. 12. 44. 13. 45. 13. 45. 13. 13. 13. 13. 13. 13. 13. 13. 13. 13	,	-	7.5	(7	e • 9	•	<b>⊕</b>
3.00 mm		37.10	15,40	ດ () () () ()	€ 60 € 60 € 60 € 60 € 60 € 60 € 60 € 60	17.80	4. 000
30.57. 30.67. 11.	0	0,4	-			A .	C
3.66 11.	1.0	ر ا	-	9	(U)	ທີ	(.) •
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HEAN SIGHA SICHALETINGESO (KAN)	NO. OF DIFFERENT C. VALUES NO. OF FLIGHTS IN UNITELOCK NO. OF STEPS IN UNITELOCK TO ESTINATE C. LAMBDA. ET	VUMBER OF FLIGHT NOWFLTE INITIAL CRACK LENGTH LAST CRACK LENGTH VUMBER OF FLIGHT NUMFLTE INITIAL CRACK LENGTH LAST CRACK LENGTH	NUMBER OF FLIGHT NUMFLTE INITIAL CRACK LENGTH CLAST NUMBER OF FLIGHT NUMFLTE INITIAL CRACK LENGTH CLAST CRACK LENGTH CLAST	NUMBER OF FLIGHT NUMFLT= INITIAL CRACK LENGTH CLAST NUMPER OF FLISHT NUMFLT= INITIAL CRACK LENGTH CLAST	VUMPER OF FLICHT MUMFLT= INITIAL CRACK LENGTH LAST CRACK LENGTH VUNBER OF FLIGHT NEWFLT= INITIAL CRACK LENGTH LAST CRACK LENGTH CLAST

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DIFIED DATA EXCEPT ZERN FOR ALL KBAR-VALLES
13032F=04
5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -
ATED RESULTS ALL KBAK-VALLES FK = _#201115

CHACK LROWTH ANALYSIS WILL HE PERFOUNDING THE COMPLTED FLICHO GROWTH RATE COEFFICIENTS	H RATE COEFFICIENTS
CONTROL POINT A-6 MASE	
CRACK GRANTH RATE EQUATION FOR CALCULATING LIFE	
DAZDF = C + (KFAK) + + LAMEDA	
INITIAL CRACK DEPTH = 145	
NUMBER OF TIMES TO APPLY MISSION SECUENCE = 17600	
SEGMENT NO. CF CCCURRCACES CHEFF. C. EXPN. LAMBDA DELTA SIGMA- 1 A-G 10.692	ASIRESS_RATIUSIGEA_NAX •318 24.630

F-4-2 AIR-TO GRAUND STECTSMM. FOL CENTERED THRE CRACK

CONTROL PUINT A-6 BASE

CHACK FROWTH SUMMARY TAPLE FOR EVERY 37 FLIGHTS

INITIAL CRACK = ... . 14FL

RETARDATION IS CONSTULRED IN THIS AWALYSIS

3.7	•146ú	.1473	1485	.1490	.1500	.1511	.1521	.1532	.1543	.1554
401	1565	1576	12FB	.1599	11511	1623	.1635	-1647	.1561	1672
111	.1655	• 16 9 8	•! 711	.1724	.1738	.1751	.1765	.1779	.1793	•16Ja
1147	.1423	1337	1.53	,1869	.1883	1,1809	1915	.1932	1948	1965
1517	.1982	ຄຸນ Z •	-2317	52361	2053	-2072	.2091	.2113	•2129	-2149
1 387	• 2165	•2193		.2232	₹225₹	*2275	.2298	.2321	-2344	
2257	. 2591	.2410	.7441	.2466	2442	.2519	.2546	.2573	.2611	.263.
2527	255.9	6175	1719	+2751	.2732	.2815	•284¤	-2882	42916	2952
2397	*862*	€20£ •	.1.63	131(1	.3141	.3182	.3223	• 3266	.3313	.3354
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RU CRACK		AE S.
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CENTERED		9 PLOT FRAMES.
OR	*	
4	*	Z
F-E-2 AIR-TO GROUND SPECTRUM. FOR CENTERED THRU CRACK	*** FLOT SUMIARY ***	S VECTORS RENERATED IN
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-6-2	•	:
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\*\*\* HURMAL FAD FOR FLTCRO \*\*\*

The second example is to predict the crack-growth behavior of the identical crack configuration under the identical spectrum loading as that was described in the first example, by the multi-segment per-flight method (Method II). The crack growth rate constants and parameters used in the second example are identical to those used in the first example. Each flight of the A-G spectrum was arbitrarily divided into three segments, the first segment, (A-G), consisting 5 cycles, the second segment,  $(A-G)_2$  consisting 7 cycles, and  $(A-G)_3$  also consisting of 7 cycles.

Again, eight (8) initial crack sizes were selected for the characterization of each flight segment. The initial crack sizes selected for this example were identical to those in the first example. The calculated  $C.\lambda$  and  $\sigma$  for each flight segment are:

$$(A-G)_1$$
:  $C = 4.072 \times 10^{-9}$ ,  $\lambda = 3.7664$ ,  $\sigma = 10.692 \text{ Ksi}$   
 $(A-G)_2$ :  $C = 5.2411 \times 10^{-9}$ ,  $\lambda = 3.7592$ ,  $\sigma = 10.692 \text{ Ksi}$   
 $(A-G)_3$   $C = 6.5638 \times 10^{-9}$ ,  $\lambda = 3.7634$ ,  $\sigma = 10.692 \text{ Ksi}$ 

These parameters were then used in the prediction of the crack growth of a CCT specimen with an initial size C=0.145 in. The crack growth results are shown in the summary table of the computer outputs. It shows the predicted life by Method II is Np=6246 flights. A CRT plot of the crack growth curve is shown in the printout.

A-G BASH		
F-B-2 AIR-TO GROUND SFECTRUM, FOR CEMER THRU CRACK 2219-TRST ALUMINUM 45.	TEKED THRU CRACK	61.
2013 1 0.99 2.6 1.0 5.356 1.3.83 0.	ີ່. 1 • 5 • 25	6.0
0-11,0-20,0-30,0-40 0-50 0-70 0-7, 1-10		
-61 5 4-62 12 A-63 19		
-CROUND SPECTRUM		
GROW CRACK	1	
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ISHT NUMBLT= KLENGTH CLAFF	K LENSTH CLAST	K LENGTH CLAST	K LENGTH CLAST	IGHT RUPFLT= K LENGTH CLAST ENGTH CLAST	KLEWGTH CLAST
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NUMBER OF FLICHT NUMBELT - 150, JOE + 3 CINCH) INITIAL CRACK LENGTH CLAST = -3501 F+CS (INCH) CAST CRACK LENGTH CLAST = -35711 F+CS (INCH)	NUMBER OF FLIGHT NUMFLT= .150360F+ 3 INITIAL CRACK LENSIN C = .43.84 5+30 (INCH) LAST CRACK LENGTH CLAST = .412685+30 (INCH)	NUMBER OF FLIGHT NUMBERS SISBUSES SIBLE CRACK LENGIH CLAST S SISBUSES (INCH)	NUMBER OF FLIGHT NUMFLT= .153; JOE+. * INITIAL CRACK LENGTH CLAST = .7424: F+16 (INCH)	NURRER OF FLIGHT NUFELT= *150COGE+ 3 INITIAL CRACKLENSTH CL = *.900UF+00_CLYCH) CL LAST CRACK LENGTH CLAST = *.978)2E+50 (INCH)	NUMBER OF FLIGHT NUMBLT= *156550F+,3 INITIAL CRACK LENGTH C. = *11645 E+01 (INCH) LAST CRACK LENGTH CLAST = *123776+31 (INCH)

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	CRACK GEOWTH ANALYSTS VILL REPERPOYED USING THE COMPUTED FLICRO GROWTH RATE COEFFICIENTS
	CONTROL POINT A-G RASE
i 1	CRACK ROWTH RATE EDUATION FIR CALCHLATING LIFE
	DAZDN = CARLK + (DFLT) K/(1-1)++(1-4))++N
	INITIAL CRACK LENSTY = 1476 INITIAL CRACK DEPTH = 1.000%

MISSION	MO. CF CCCURATICES FORFE C EXPN. A MAXISTRESS MIN STRESS CYCLE	COEFF. C	EXPN. A	MAX SIRESS	MIN SIRESS	CYCLE
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A-62		7.4873E-10 3.759	3.759	12.	3.	7
A-03	3 E F	3,759E-10 3,763	3.763	12.	e K	7

AIR-TO GROUND SPECTRUMS ... FEER CENTERED THE LICENACK F-8-2

		CRACK CRUETH SUBHERY TERES TOR EVERY 150 FLIGHTS
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P.O.		C C
CONTROL POINT	:	2

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11

INITIAL CRACK

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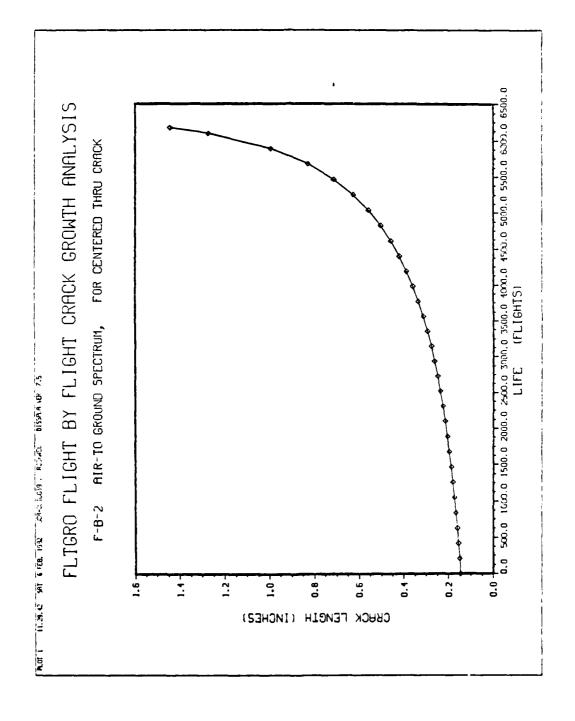
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FIMAL CRACK = 1.4434 OCCURRED IN FLIGHT 6244

CENTEREE INNU CRACK		0 PLCT FRAMES.
F-E-2 AIK-TO SRCHID STECTRUS, FOR CENTERE THRU CKALK	*** PLOI SUNIARY ***	J VECTORS GENERATED IN
F=E=2 AI	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	END DISSPLA

\*\*\* NORMAL END FOR FLIGRE \*\*\*



## Appendix

A TYPICAL FIGHTER AIR-TO-GROUND BASELINE MISSION SPECTRUM TABLE

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Ž 3	8.4 11.4	74.1	26.3	28.b 34.5	17.8 1.5	44.5	13 • 8 7 • 6	26 • q 39 • 5	11.9	42.9 23.8
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76	-18.0 -17	46.5	• 2	58.4	7.1	44.5	5.4	25 . 8	10.5	31.7
77 78	-18.3	26.5	8.3	44.4	22 · 2 3 • 5	34.1	16 . É	38.9	0.0	31.7 78.9
78	7	25.1	-2-0	63.6	3.5	62.1	15.4	27.5	12.2	31.0
79	1E-7-	40.8	<u>2 [ • 9</u> -	63.6	71.2	28.5	12.7	23.8	0 • 0 12 • 2 12 • 2	31.0
86	2.9	49.9	20.3 20.3 15.3 12.0	46.9 41.5 26.2	5.4	29.2	/ • €	513 • 4 20 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 25 • 6 2	<b>-</b> 15.3	26.7
81	<b>5</b> • ₫	49.3	15.3	41.5	5.8	46.9	1.6	43.3	• 5	45.7
81 82 <del>83</del>		4/.8	12.0	26.2	4	18.9	-2 • 3	31.1	11.4	38.6
- 23		- <del>4 7 - 6 -</del>	18.4	13.0	-1.7	<del>- 35.5</del>	• 2	<del>-2</del> 7-6	10.4	70.0
84	12.5 12.5 12.5 12.5 12.5 12.5	34.9	18.4	73.0 52.3 27.2	9.1 4.3	45.6 17.7	-13.3	40.3	16.4	70.0 70.4 22.5 50.7
85 86	15.02	47.7	5.3	21.2	4 • 3	17.7	4 • 2	19.6	4 • 2	22.5
<del>87</del>		51.6	11.8	19.1 50.9 35.7 58.0 35.1	-1.0	23.3	6 • 4	24.1	13.5	50.7
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98	7 • 1	37.1	8 • 3	35.6 35.6 31.2	1.5	22.9	7.9	32 • 1	11.9	65.9
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114	2 · 8 5 · 3 10 · 0	56.5	15.8	30.5	5 • 0	42.6	9.1	39.2	12.5	32.2
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118	-:•5	38.4	11.0	28.7	6.7	26.7	1 • 7	24 • 5	-10.0	15.1
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Fighter Air-To-Ground Mission (Continued)

5	2.6	36.7	1.0	65.6	-10.0	21.5 19.6	3.0	46.8 35.4	16.7	37.1
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Fighter Air-To-Ground Mission (Continued)

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ROCKNELL INTERNATIONAL EL SEGUNDO CA NORTH AMERICAN --ETC F/6 9/2
A USER'S MANUAL FOR A COMPUTER PROGRAM TO PREDICT FATIGUE CRACK--ETC(U)
NOV 81 J B CHANG, M SZAMOSSI, K LIU F33615-77-C-3121
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Fighter Air-To-Ground Mission (Continued)

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255 256	7.6 17.5	24.9 3.0 33.4 11.6	37.6 27.2 39.1	8.8	34.6	11.6	31 · <sup>9</sup> 23 • 1	11.2	32.5
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♣% of DLS

Fighter Air-To-Ground Mission (Continued)

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18	3.5	40.6	22.3	34.0	15.6	37.3	72.4	46.1	24.4	36589
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57	5.7	37.4	14.9	32.0	6.0	56.4	4.4	31.6	15.1	- 36,
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68	٤ . ه	31.3	E • 4	Fl•ĉ	* [ • [	49.7	25.6	22 • 2	15.5	
b <del>9</del>	12.5	41.0	18.3	45.6	2.5	49.4	-1J•Ŭ	26 - 3 76 - 5 75 - 7	15.65	40.407
70	12.5	33.9	16.5	35.1	27.7 2.5 17.9	41.8	27 • 3	36 • I	6.5	45
71 -	27.9	20.2	€ · 1	49.3	-5.0	27.7	8.5	23.0 43.6	19.2	48
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Fighter Air-To-Ground Mission (Continued)

									77.I 16.2 9.8 5.3	
373	1.4	35.1		43.7	-13.5	-14-1	5.1	48.	77.I	46.2
374	7.3	39.1	€.0	43.7	17.2	33.1 22.7 73.9	.6	26.4	15.2	28.5 39.2
375	11.4	44.5	19.6	50.0 42.1	9.1	22.7	6.1	25•€	2.00	34.9
3.76	0.0	59.2	8.1	42.1	J.0	73.9	12.1	25.5	14.6	34.9
377 -		68.6	-13-3	37.0	1.5	2005	20 - 1	J 7 0 J	17.00	51.0
378	• 2	40.3	15.1	42.5	1, 0	29.6	2 • 4	73.6	9.9	/ U = P
379	.6.7	36.4 36.8	2 3	51.6	11.00	16.9	2 • 4 10 • 1 5 • 7	23.7	9.6 15.1 8.0	26.6 51.8 31.6
380	17 · 7 · ·	-38.8 -40.8		- 36 - 3		-54.g	16.5	-52 5	<u>-11.6</u> -	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
381 382	6.7 17.7 -10.0 28.0	25.2 70.3	15.1 8.0 3.0 -3.0	42.5 21.7 20.9 36.2 38.7	11 • 3 4 • 0 16 • 8 27 • 5 26 • 7	54.0	17.0	54 · 5 33 · 4 38 · 5	• 1	44.8
363	2 E • 0	25.2 79.3	6.3	76.5	26.7	50.7	11 .5	38.0	6.5	24.6
384	1.0	33.6	11.7	27.B	9.3	19.9	11.5 3.2	26 • £	-10-0	32.8
385	1.0	-28-7-		43.2	9.3 7.0 6.5 5.3 6.5	-54.9	15_6_	23.0	11.9	26.2
366	-1.5	28.7 49.9 30.6 48.7	7.6	41.2	6.5	30.1	. 4	32 • 3 27 • 3 61 • 8	11.9	42.0
367	5.0	30•ხ	3.7	60.4	5.3	17.1	2.1 -10.0	27.3	• 3	48.0
388	12.4		7.6 3.7 12.7	41.2	6.5	41.4	-10.0	<u>61.8</u>		32.5
369	1 • 6 3 • 9 7 • 1	43.2	14.9	32.3 31.7 41.3	6.0	16.9	1 • 6 6 • 5 7 • 1 29 • 7	32.7	11.6	414 26 - 8 - 3 - 5 - 4 - 4 - 2 - 5 - 5 - 4 - 4 - 2 - 5 - 5 - 4 - 2 - 5 - 5 - 4 - 2 - 5 - 5 - 6 - 6 - 6 - 6 - 6 - 6 - 6 - 6
390		31.4	16.0	31.1	12.0	47.4	2 • 1	26.0 63.1	ê.5 2.0	33.3 49.5
391	5.1	51.7	16.0	41.3	14.1	27.7 43.9	24 . 4	42 • E	3.0	21.4
392		26.6	4 4	-60-6	4.7	42.5		32.4		1100460 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 12009 1200
393 394	24 · 1 1 ( · 7	53.0	25.4	46.1	5.1	39.6	ñ.ĉ	44	28.5	40.4
395	17.7	40.5	25.4 15.5	38.0	15.0	39.6 29.5	9.2	29.3	12.6	29.8
346	2.7	40.5	-10.3	48.2	19.5	49.4	-2.3	46.7	13.1	28.0
396 397 -	2.7	18.7	-2.5	20.5 23.6 32.2 31.2	4.4	18.3	5.2	25.2	28.5 12.6 13.1	52.4
398	2.1	22 - 0	= 2 • 5 € • 4	23.6	8.7	42.7	23.4	61.9	1 • 2	15.1
399	5.0	42.1	1.6	32.2	19.1	34.8	3 • 8	61.9 37.9 37.5	8.3	56.2
400		39.5	4 • 1	31.2	19.2	31.1	6.5	37.5	26.0	40.3
401	8.9	-31.4	9.6	47.1 32.9 24.5 21.3	8.9	52.9 64.4 57.7 34.9	29 · 1 0 · 0 9 · 2 -2 · 3 5 · 2 23 · 4 6 · 5 16 · 5	26.5	26.0	56.2 40.3 51.0 33.9 40.3
402		51.1 28.1	7.0	32.7	14 . 8	E 7 7	29 5	46.6	-12.0	40.3
404		49.7	3 - 2	32.9 24.5 21.3	9.1	7 A - 9	23.6	26.9 45.9 43.2	23.1	33.9 40.3 33.2
405 -	16.4	38.1	5.1 3.2 11.2 20.5 5.5 34.3	43.1 37.8 15.4 74.2	<del> 4 - 9 -</del> -	30.4	14 • 0 29 • 5 2 • 6 3 • 5 1 • 1	5/ 4	1 / 4 12	47.4
406	-2.1	43.3	20.5	37.8	13.8	30.4 47.0		41.7	3.5	13.7
437	•2 • 1 1 • 2	25.7	5.5	15.4	5.2	37.4	-10.0	30.0	11.4	29.5
408	6.1	58.0	34.3	74.2	5.2 13.6	31.7	1.6	25 • 7	3.5 11.4 10.7	34.8
409-	13.7 7.4 12.0		2 • 4 6 • 6 5 • 0	46.1	7.4	56.8 31.3	• 9	22 • 1 26 • 1 52 • 0 16 • 5	4 • 0	18.3
41C	7.4	61.5 40.3 38.5	6.6	22.4	-10-6	31.3 74.6	15.6	26.1	4 • 7 5 • 6 6 • 8	14.8
411	3.4		5.0	60.2	- 10 - 5	74.6	14 • 9	52 - 0	5.6	42.3
412	12.0	25.5	27.c	-70/	32.2	E6.3	• 7	40.5	F . É	
414	25.02	29.5	5.7	56.5 26.5	11 · 1 32 · 4	52.5	-5 . 3	64 - 4	18.1	68.6
415	2.3	32.8	-14.0	26.5	.1	52.5 29.2	12.3	42.4	1.3	30.2
416	= -7	17.9	€.1	30.3	5.0	16.4	5.7	24.5	10.1	37.5
-41T-	23.2 1.3 2.2 5.7	- 70°C		25.1 41.1 76.3		E2.6	9.7 -5.8 12.3 5.7	24 · 5 14 · 5 45 • 5	1.3 10.1 32.0	43.6 68.2 37.5 47.0 38.7
418	7 • /	26.6	13.4	$\frac{4}{1} \cdot \bar{1}$	4.3	25.2 46.2	16.40	45.5	32.0	47.0
419	-10.3	56.5	4.9	76.3 36.8	4 • 5	46.2	1 . 1	25 · P 27 · 2	15.3	38.7
420	- 5	48.5	1.7	76	4.4	23.3	4.5	27.2	15 • 3 <del>1</del> • 8	38.7 29.3 -39.7
421	E-T	25.4	3.	46.5	1.6	15 · 1 25 · 5 38 · 2 33 · 2	4 • 1	32.4		2001
422	4 • 9	38.1	21.2	24.0	4.4	2700	8 - C 24 - C	57 • 1 19 • 6 17 • 5	-10.0	72.4 43.3 72.2
423 424	22.2	25 · F 34 • 7	1.6	34.2	3.9 5.1	33.5	3 - 5	17.5	4.5	72.2
425	22.8 11.1			30.3	7.5	$-\frac{33.1}{43.1}$	74 4	17.5	16:5	72.4 72.2 72.4
426	-:	46.3	28.1	46.2	7.6 3.1	40.7	-10.0	42 • E	21.5	E 2 (
427	4.9	27.3	2.1	52.1	• 1	25.6	5 🗓 5	47.4	12.5	26.7
428 429	12.9 1.7 16.7	29.3	2 € • 1 2 € • 1 2 • 1 1 • 1	36.5 27.0 24.2 30.1 46.2 5.2.1	11.1	68.9	-10.0 11.5	47.8	21.5 12.1 7.2 16.8	23.2
429	12-9	-27.8	<del>- 1.</del> ;	32.1 36.0 43.7	7.5	28.9	13.7	31.5	16.5 10.5	-4 T - 4
430	1 • 7 1 € • 7	70.4	• 4	₹€•₫	-10.0 -16.5	54.5	26 • <del>9</del>	38.4	1 C . 5	51.3
431	16.7	22.4	14.5	45.7	76.5	25.69 28.9 25.4 25.4 25.4 25.4 25.4 25.4 25.4 25.4	26 • 9 29 • 6 8 • 1	25 2	2.4	21.1
432 433	P . P	3463-4 4673-1-4 2274 35-3-4 55-3-4 35-3-4		24.1	4.1		<del>- 6 . 9</del>	38 · 4 46 · 5 25 · 7	2 9 4	22.0.7 23.0.2 41.3 21.0.3 160.3 1.0.3
434	5.0	34.6	-10.5	24.5	14.3	25.5 39.4	-3	39.1	2.1	31.5
747		54.0	-1000	J	14 67	J 7 9 4	• 3	J / • 1	• •	C

Fighter Air-To-Ground Mission (Continued)

36										
36	435	· • • • • • • • • • • • • • • • • • • •		29.3	8.2	30.5	1.0	35.1	12.5	37.1
38	436	14.9	26 • 4 = • 2	34.6	-4-5	50.7	15.6		5.2	50-1
39		-14.6	23.5 7.1	12.0	10-2	29.9	14 • 2	34 • 5	7 • 1	49.6
11			-70-6	- 5 - 3	10.00	- : 3 • I	<u> </u>	37.5	3 • 0	
11	440	16.1	42.4 .2	72.0	5-1	72.5	12.5	52.4	17.0	35.4
44 4.6 26.6 8.7 7.25.9 7.6 25.6 11.6 25.6 11.6 24.4 45.4 45.4 45.4 46.4 26.5 5.0 42.6 6 8.7 7.6 25.8 3.0 11.6 25.6 11.6 26.4 46.4 12.5 26.5 5.0 42.6 8.7 12.0 25.8 3.0 12.0 44.5 26.6 11.6 26.6 48.1 12.0 25.8 3.0 12.0 25.8 11.6 26.6 48.1 12.0 25.8 3.0 12.0 25.8 11.6 22.2 44.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12	441	_ 1	28.8 13.3	51.3	78.5	60.3	3 . 1	47.0	-10.0	42.7
44 4.6 26.6 8.7 7.25.9 7.6 25.6 11.6 25.6 11.6 24.4 45.4 45.4 45.4 46.4 26.5 5.0 42.6 6 8.7 7.6 25.8 3.0 11.6 25.6 11.6 26.4 46.4 12.5 26.5 5.0 42.6 8.7 12.0 25.8 3.0 12.0 44.5 26.6 11.6 26.6 48.1 12.0 25.8 3.0 12.0 25.8 11.6 26.6 48.1 12.0 25.8 3.0 12.0 25.8 11.6 22.2 44.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.3 27.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12	442	7.4	40.2 5.8	77.5	17.5	23.0	1 . 6	24 =	- 4 4 6 7	40.5
\$\frac{1}{1} \frac{1}{1} \frac{1} \frac{1}{1} \frac{1}{1} \frac{1}{1} \frac{1}{1} \frac{1}	443		59 3 20 3		25.4	- 3 - 7		44 - 3		17.8
\$\frac{1}{1} \frac{1}{1} \frac{1} \frac{1}{1} \frac{1}{1} \frac{1}{1} \frac{1}{1} \frac{1}	444	4.6	26.6 5.6	21.3	8.7	25.9	7.6	33.5	3.7	28.9
\$\frac{1}{1} \frac{1}{1} \frac{1} \frac{1}{1} \frac{1}{1} \frac{1}{1} \frac{1}{1} \frac{1}	445	3.6	28.0 8.7	53.9	13.3	28.3	-10.0	25.8	11.6	23.0
56	446	3.3	28.5 5.0	6206	0 0	21 4		E3.6	11.5	56.6
56	447-		96.5 1.2	<del> 45-34</del>	8:1	<del>- 45 0</del> -	<del>- 3 - 9</del>	<del>= 9 - F -</del>	<del></del>	31.3
56	448	14.9	28.9 -1	54.1	6.2	24.1	• 1	55.0	12.6	46.8
56	449	1.3	37.3 5.9	43.9	<b>-</b> 10.0	33.9	5.2	16.6	2.2	43.8
56	450	-5-1	27.0 13.3	41.2	4 . 1	23.9	2 • 9	35 • 2	5.5	18.2
56	451-		33.1 3.1	<u> </u>	5 • 6		20 . 6	35.		38.5
56	452		46.1 2.6	22.0	3.5	24.1	8 • Ū	300 • %	1 / • 2	\$ / • E
56	450	15.0	25°2 -10°3	7.6	1 • 3	54.0	<b>-</b> • 4	20 • 5	4.0/	ع، دِدِ
57	404	11.0	20.4	24.1	- 3	38.7	7 . 0	22.1	~ • 0	38.1
57	456	- 1	32.5	30.3	16 ^	3000	1707	30 0 7	2 • 2	4200
60 18.2 -1.1 37.17 51.3 7.3 36.5 -15.5 58.6 61 12.0 47.54 36.5 13.4 51.5 17.1 34.15 58.6 62 63 41.0 4.2 40.6 12.6 32.1 2.4 42.4 3.5 57.6 64 18.5 54.5 1.0 67.4 55.6 3.1 45.1 11.0 55.6 65 16.5 31.0 16.4 54.0 52.2 6.5 9.1 27.2 13.9 37.6 66 21.5 49.3 6.3 28.5 7.1 10.0 49.9 1.2 77.2 13.9 37.6 66 21.5 49.3 6.3 28.5 7.1 10.0 49.9 5.3 51.7 1.2 15.6 67 68 13.7 37.42 28.1 -10.0 49.9 5.3 51.7 1.2 15.6 69 2.7 33.7 14.2 33.4 14.8 29.4 1.0 62.7 -2.3 31.5 69 2.7 33.7 14.2 33.4 14.8 29.4 1.0 62.7 -2.3 31.7 1.2 15.5 30.9 10.0 36.0 12.2 4.7 12.2 12.2 39.6 21.3 35.0 14.9 31.3 17.4 41.7 3 22.6 6.4 15.5 30.9 10.0 36.0 12.2 4.5 37.2 21.2 39.6 -10.0 34.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.7 37.4 -2.4 6.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.7 37.4 -2.4 6.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.7 37.4 -2.4 6.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.5 37.4 12.2 39.6 -11.0 34.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.5 37.4 12.2 39.6 21.5 2.3 35.3 14.9 31.3 17.4 41.7 3 24.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.5 37.4 12.2 39.6 21.5 29.8 29.8 29.8 29.8 29.8 29.8 29.8 29.8	457	-11-0	36.9 7.2	24° 1	12 2	46.4	2 • 6	30 0 7	2 • ! 4 4	42.07
60 18.2 -1.1 37.17 51.3 7.3 36.5 -15.5 58.6 61 12.0 47.54 36.5 13.4 51.5 17.1 34.15 58.6 62 63 41.0 4.2 40.6 12.6 32.1 2.4 42.4 3.5 57.6 64 18.5 54.5 1.0 67.4 55.6 3.1 45.1 11.0 55.6 65 16.5 31.0 16.4 54.0 52.2 6.5 9.1 27.2 13.9 37.6 66 21.5 49.3 6.3 28.5 7.1 10.0 49.9 1.2 77.2 13.9 37.6 66 21.5 49.3 6.3 28.5 7.1 10.0 49.9 5.3 51.7 1.2 15.6 67 68 13.7 37.42 28.1 -10.0 49.9 5.3 51.7 1.2 15.6 69 2.7 33.7 14.2 33.4 14.8 29.4 1.0 62.7 -2.3 31.5 69 2.7 33.7 14.2 33.4 14.8 29.4 1.0 62.7 -2.3 31.7 1.2 15.5 30.9 10.0 36.0 12.2 4.7 12.2 12.2 39.6 21.3 35.0 14.9 31.3 17.4 41.7 3 22.6 6.4 15.5 30.9 10.0 36.0 12.2 4.5 37.2 21.2 39.6 -10.0 34.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.7 37.4 -2.4 6.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.7 37.4 -2.4 6.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.7 37.4 -2.4 6.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.5 37.4 12.2 39.6 -11.0 34.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.5 37.4 12.2 39.6 21.5 2.3 35.3 14.9 31.3 17.4 41.7 3 24.6 6.1 49.1 -4.3 37.2 25.5 37.2 25.5 37.4 12.2 39.6 21.5 29.8 29.8 29.8 29.8 29.8 29.8 29.8 29.8	458	26.2	40-2 20 7	75.1	16.62	21.0	7 • 8 11 - 5	56 - 6	7 • C	44.2
67	459		-36-9	63.6	- B - 7			36.4		- <del>7 7 0 0</del> -
67	460	ī à	19.2 -1.1	37.1	- 7	61.4	7 . *	30.5	#10.0	75 5
67	461	12.3	47.5	36.5	13.4	รักไร้	17.1	34 - 1		56.1
67	462	6.3	41.0 4.2	46.6	12 -6	32.1	2 4	42.4	7	37.6
67	463		<del>-45.35.1</del>	62.5	<del>15.4</del>	-35.6		43.1	<del>-1117</del> -	
67	464	16.5	54.5 1.0	62.4	_ 5	31.5	-10 -0	36.0	12.9	55.9 37.5 31.7
67	465	16.5	31.3 16.4	54.0	5.2	26.5	9.1	27.2	13.9	31.7
67	466	21.5	49.3 E.3	28.5	7.1	32.1	9 • 1	54.0	-5 -6	27.4
75	467 -		32.3 8.3	51.0	- 18 G	49.7	11.2	27.3	3.0	24.6
75	468	13.7	37.42	28.1	-10.0	49.9	<b>5.</b> 3	51.7	1.2	15.0
75	469	₹•7	33.7 14.2	33.4	14.8	29.4	1 • 0	62.7	-2.3	31.6
72	470	<b>5.</b> 1	67.5	35.0	1 • 8	55.1	• 9	33 • €	1?	27.7
73	4-71		2201 -109	<u> चुल्डा</u>	17.5	40.0		27.5	10-1	23.0
74	4 /2	11.5	30.9 -10.3	34.4	15.5	30 • 7	ુ 5ુ • ફે	39 • 2	€ • 4	54.5
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24 12.5 44.1 5.2 34.2 2.3 56.29 39.4 11.5 32.6 85 10.0 61.3 5.3 43.2 9.7 21.5 7.4 40.3 10.2 56.6 25.5 35.0 .1 59.4 -1.3 24.3 8.4 23.6 7.7 21.8 7 4.9 21.6 9.5 30.9 10.0 32.0 5.7 26.7 -2.6 43.8 17.6 25.0 18.0 33.6 3.3 17.8 17.8 17.8 17.8 17.8 17.8 17.8 17.8	482	7.9	31.5 12.3	33.7	7 . 4	57.8	2 . 5	44 - 1	17.5	44.2
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87 4.9 21.6 9.5 20.9 10.0 32.0 5.7 26.7 -2.6 43.88	484	12.5	44.1 5.2	34.2	2.3	56.2	9	30.4	11.5	32.6
87 4.9 21.6 9.5 20.9 10.0 32.0 5.7 26.7 -2.6 43.88	485	15.0	61.3 5.3	43.2	9.7	21.5	7.4	40 . 3	10.2	56. 4
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	467	<del>4-9</del> -	21.6 9.5	- 20.9		32.0	5.7			- 4-3-4-
	488	. • 1	31.5 4.1	29-2	2.5	36.0	18.0	33.6	3.3	17.4
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72 93 3.1 31.7 20.5 39.8 12.1 53.2 10.2 52.1 16.9 55. 94 4.5 37.3 6 21.3 7.2 17.4 -7.1 29.3 11.5 31. 95 -10.0 6.0 95 -10.0 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5	491	14.5	26 - C - 10 - 0	27.7	3.1	51.2	20.0	47.5	14.7	26.6
73		<b>;•</b> ;	47.67 27.63	29.2	11.2	35 - 4	4 • 1	64.7	- H	62.5
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56 22.4 41.2 1.4 26.4 9.4 41.8 9.3 37.7 11.5 22.		<del>-</del>	3443 45	21.3	1.2	1/.4		24.5	11.5	31.3
>U 6687 7106 107 6007 704 4100 703 3/0/ 1107 220		22-4	41.2 40.60	24 4	£ • b	A1 3	1 0 5	24 T	15.02	9707
	770	44.4	7102 104	20.4	7.4	41.6	7.3	31.7	11.02	22.0

Fighter Air-To-Ground Mission (Continued)

	2.9	25.3	24.3	59.3	18 -2	42.1	-1.7	17.3	-11.0	23.6
	3 • 5	25.3	1.1	62.0	5.5	46.6		41.1	-10-0	49.4 16.
	7.2	25.3 23.9 37.4	_ 7	27.8	0.0	45.5	5.3	€ • 22	F • 6	34.4
	<del>i.</del> -	-17•2-	11.1	- <del>27.7</del> -		-23a T	5-1-	7 7 4		20.
	14.4	28.2	11.1	42.9 60.1 35.5	8.5 1.7	23.0	-10.0 -1.3 15.3	32 • 7 35 • 1 44 • 5	12.8 26.8 47 -15.4 12.4	40.6
	14.4	37.5 61.9	1 • 5	60.1	23 - 4	44-1	15.3 12.3	44	2 É	43.
		35.5 26.5 34.7	<del>7:š</del> -	23350 - 2 23350 - 2 23350 - 2 23350 - 2 2566 - 3 246	-4.5 -17.0 10.4 3.2	46.5 43.5	12 - 3	78.F 41.2	4 • 3 1 • 7 • 1 ? • 9	28. 39. 22. 37.
	4.57	28.2	-4 · 0	33.5	-13-0	43.5	22.5	41.2	4 • 5	370
ı	2 - 1	25.1	7 • 7 • 4 • 0	50.3	3.2	29.7 21.4	2.5	35.9	-12.9	37.
	<u></u>	- 35 • 1 - 34 • 4	-13-0	-7-9	11.7	40.5	-14 - I	41.2 41.2 41.2 71.6 71.6 77.6 77.6 77.6 77.6 77.6 77.6	12.5	43. 45. 20.
<del>-</del>	1.2	54.4 51.3 56.8 61.3	13.0 -10.0 2.2 2.3	39.2	11.7	28 • 4	- 8	71 • 6	12.5	45.
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		21.1 51.3 39.6 36.3	· <del>2 : 3</del>	<del>- 38.0</del> -	18.3	35.8 35.6 46.1	1.4	~ <del>Ž9•E</del>	2 · 2 14 · 4	37. 43.
,	-10.0 19.9	51.3	36.6	47.4	18 • 3 12 • 9 • 5 3 • 5	40.2	1 • 4 5 • 0 7 • 6 3 • 4	50.2	14 • 4	43.
! !	15.9	39•6	19.5	45 • 4	7.5		7.6 3.4	38 • I	15.7	420
<b>-</b>	4	38.3 	10.0	45.4 32.4 55.1 43.1	1.9	24.2	13.E	37.4	19.7 31.2	442. 442. 714. 2555. 310. 355. 310.
1	4.7	39.8 48.8	6.1 3.7 6.8 7.6	30.i	7.3 3.8	79.1	10 · 6 2 · C 2 · 5 6 · 5	40 c 1	14.0 14.0 14.6	₹1.
	16.4	45.4	Ĕ • 8	43-1	3 • <u>P</u>	32.5	2 • 3	52 • E	3.5	24.
	15.6	45.4 30.2 70.4	(	45.7	14.7	24 · 2 75 · 1 32 · 6 45 · 1 46 · 1 77 · 4	-15.6	45.5 37.9 67.7	-17.7	-35.
<u> </u>	£ . 4	39.5	8.5 7.9 6.7	36.1 37.1	ವ 🕳 🕽	46.1	19.6	57.9 67.7 24.4 29.6	19.7	25.
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	11.4 2.9 6.4 3.1 4.9	-32.7 -21.9	_ E • /	66.1	11.0		11 . 7	40.1	<del>-</del> -	-31
	2006693930637 1005693930637 2007065656	39.5 25.3 32.7 21.9	110-14 -110-18 -110-18 -110-18 -110-18 -110-18 -110-18 -110-18	42.7 17.8 33.6 34.1	-10.0 6.7	19.8 53.1	-6	46.6	7 • 5 4 • 3 6 • 3	30.
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}	5.3	67.6	-1.2	56.9	-1.0	44.3	19.5	54.5	22.00	- <del>51</del> -
	7.6	28.0	1 0 5	38.6 44.0 27.9	23 • 0	40.8	19.5 19.5 23.3 8.5 15.6 15.6	45.4	12.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3443491997447
)	Ĩ <b>é</b> •3	52.0	6.4	27.9	1.4	40.8 32.0 28.3	8 • 0	45.4 42.4 27.2	13.5	35.
á	22.7	40.5		27.9	16.2	28.3 36.5	6.5	27.2	-16-5	4 A
r —	21.7	31.8 42.2 26.9	1.5 2.9 16.8	33.6 25.8 48.4	4.7	26.5 £0.5	33.6	45.E 29.4	5.00	26.
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}	18.6	48.5	16.8	44.8	12.4	25.8	-10.0 -10.8	60.4	1705	34.
<u> </u>	6 . 6	31.8	24.1	37.3 36.2 38.5 14.1	-1 -4	33.0	-10 · 5 10 · 5 11 · 7 6 · 4 11 · 4	27.7 23.8 33.2 25.7	1.3 1.1 7.8	23. 66.
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•	2.6	25.3	•2	14.1	-10-0	23.8	11.4	25.7	<del>7 • E</del>	. JA.
5—- 5	C.C 15.5	14.6	4.4	20.1 41.5 24.8 50.5	1.7	96.7 29.1	17.00	41.4	3.7 7.0	4325
7	15.5	38.7	9.8	24.0	9.6	33.6	12.4	42.5 23.4 41.5	7.0	22.
é	3 • ī	68.3	-13.3		21.2	46.2	11.0	41.5	- · · · · ·	- 53. 44.
9	~ 25.5g.	67.3	25.5	45.6	26.4	38.6	12 • 4	26 - 4	2 . ]	17.
1	3.2	23.4	1.1	41.0	7.8	59.0	2.7	32.5	15.3	28.
2	25.8 5.0 3.2 -1(.3	27.4	18.3	41.0	1	29.0	1.7	33.0		45.
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4 5	7.8	20.2	5 - 7	27.6	9.2	24.0	11 •6	39.2	-12.0	37.
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Fighter Air-To-Ground Mission (Continued)

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611		33.7	23.5 0.0 8.3	47.2	13.8	39.3 23.3 47.4	2.4	47.4	-10.0 1.1	15.7
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620	12.3	26.2	2.6	51.3	- 10 - 3	12.1	1	53.5	29.3	42 • 1.

Fighter Air-To-Ground Mission (Concluded)

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